enough quantity of wheat in time to different parts of the country particularly in Rajasthan and West Bengal resulting in closure of many flour mills;

(b) if so, the details thereof;

(c) what steps Government propose to take to avoid closure of flour mills due to shortage of wheat; and

(d) whether Government also propose to privatise the handling of rice and wheat?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF FOOD (SHRI TARUN GOGOI): (a) to (c) After the delicensing of Roller Flour Mills Industry in 1986, the Central Government is not statutorily bound to supply wheat to Roller Flour Mills. They are required to meet their requirement from the open market. However, Food Corpoartion of India do sell some quantities of wheat to the Roller Flour Mills at the appropriate time as and when necessary to improve open market availability provided it has stocks over and above the requirements for the public distribution system and without jeopardising the country's food security.

(d) Handling of rice and wheat, apart from the quantities procured by FCI and public agencies is already with the private trade.

Non-punctuality in the running of 13 DN and 14 UP trains

173. DR. BAPU KALDATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Train Nos. 13 DN and 14 UP under Western Railway are not running on time mostly;

(b) whether complaints from "PASHCHIM THANE JILLA PRAVASI MAHASANGH", Thane (Maharashtra), have been received in this regard; and

(c) what action has been taken to maintain the punctuality of these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Punctuality of 13 Dn/14 Up Bombay-Valsad Passenger during July '91 was 77.5 per cent and 74.2 per cent respectively.

(b) Yes. Sir.

(c) Intensive monitoring is being done.

Survey conducted for conversion of Hospet-Hubli railway line from MG to BG

174. SHRI J. P. JAVALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a feasibility survey was conducted for conversion of Hospet-Hubli railway line from MG to BG;

(b) whether the same has been up-dated, recently;

(c) if so, the findings of the same alongwith the estimated cost of conversion; and

(d) whether the conversion of the line finds place in the Eighth Plan period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) Survey for conversion of Miraj-Bangalore and other connected MG Branch Lines in the area including Hospet-Hubli (144 km) was carried out in 1984. On persistent demands, the survey report was updated in 1989. Conversion of Hospet-Hubli was estimated to cost Rs. 113 crores in 1989. The project was found to be financially unremunerative and could not be considered for being taken up.

(d) The projects to be taken up during 8th Plan have not yet been identified.

Setting up of Steel Plant in Karnataka

175. SHRI J. P. JAVALI: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that the application of K.S.I.I.D.C. for a three million T.P.A. integrated steel plant at Torangallu